Campus Notes

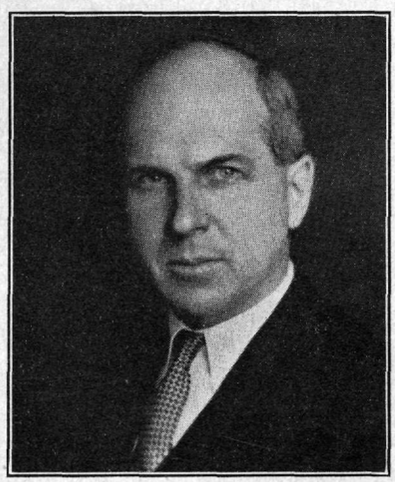
Chemicals Win Title

It took two overtime games to decide the winner of the engineering league football championship. When the final whistle had blown the Chemicals were declared champions for the second time in two years. Each of these overtime games found the Industrial Engineering team as their opponents. In the first game, members of the S. S. I. E. managed to eke out a 7 to 6 victory while the second game found the A. I. Ch. E. on the long end of a 13 to 6 score.

The Chemicals started the season with an easy win, the Civils forfeiting. The next game resulted in a 28 to 6 victory over the Industrials. The championship team, Chem. Eng. No. 2 followed this win by beating Chem. Eng. No. 1. Score—6 to 0. The last two games were with the Industrials for the championship.

The lineup for the champions follows:

L. E.—Ong
L. T.—Mravec
C.—Dubble
R. T.—Holmes
R. E.—Klassen
Q. B.—Widman (Capt.)
R. H.—Lilley
L. H.—D. Kauffman
F. B.—Phillips



HURLBUT S. JACOBY

Hurlbut S. Jacoby, formerly of Cleveland, has been appointed director of industrial research of the Ohio State University and field director of the Ohio State University Engineering Experiment Station. He will serve as a link between industry and the University. He will attempt to find problems that can be investigated or solved at the University. Mr. Jacoby came to the University from an engineering administrative post with the N.R.A. in Washington.

Mr. Jacoby is a graduate of Cornell University where he studied structural engineering. It was at this same school that his father was professor of bridge engineering. Mr. Jacoby became professor of structural engineering at Pennsylvania State College where he remained until he entered industry.

Mr. Jacoby has been associated with the McClintic Marshall Co., Standard Steel Construction Co., the Austin Co., and the H. K. Ferguson Co.

Mechanical Engineering

The Department of Mechanical Engineering finds its graduates of recent years in numerous scattered locations. From the class of 1934; Don S. Wolford is with the Waco Airplane Corp. at Piqua, Ohio; Oscar A. Tinker is with the Capital City Products Co. of Columbus; Richard E. Peters is associated with Burgess and Nipple, Consulting Engineers at Ashville, Ohio. Theodore T. Frankenberg is working for the Beech Bottom Power Co., Powerton, W. Va. Paul H. Breidenbach is with the Philips and Davies Co. of Kenton, Ohio. Edwin S. Freshwater has been married and is associated with the Consolidation Coal Co. of Cincinnati.

Charles A. Hempstead, '33, is with the E. I. DuPont de Nemours Co., at Wilmington, Delaware, and is working in the Industrial Engineering Department. Howard F. Spillner, '32, is employed by the Ohio Fuel Gas Co. at South Charleston, Ohio. William B. Burlingame, '31, is now married and is associated with the Alliance Porcelain Products Co. at Cortland, Ohio.

Industrial Engineering

Three men of the Department of Industrial Engineering, Mr. Morrison, Mr. Rickly and Mr. Faust, have been working on a cutdown Ford for the United States Geodetic Survey. They have reduced the total width to only 36 inches and have mounted a power winch on the chassis. Although this reduction has been made, the car continues to run on its own power. The winch is also driven by the motor through the utilization of gears. The car will be used at Memphis, Tennessee, on the bridge across the Mississippi River. The winch is to be used to

raise and lower a 300-pound sounding weight. Traffic congestion on the bridge required the reduction in dimensions.

Engineering Experiment Station

While prowling about the Engineering Experiment Station the writer had the opportunity of interviewing Mr. W. C. Rueckel who is carrying on some very interesting experiments in connection with the Engineering Experiment Station and the National Paving Brick Association.

Mr. Rueckel is at present working out some of the defects in brick pavement. One of the chief problems has always been that the asphalt filler exudes from the cracks between the bricks. The filler covers the faces of the brick and causes many "Slippery When Wet" signs to be erected.

Although calcium chloride has been used to keep the tops of the brick clean while filling the cracks with asphalt, the treatment has little permanent benefit. Summer heat expands the filler and once again the roads become slippery.

Mr. Rueckel, with the aid of the Federal Bureau of Roads has built a road one mile long in Hocking County with sections containing many different types of filler, the most unusual of these being plastic sulfur. Although this material has been quite satisfactory to date, it must stand up for a number of years to be generally accepted.

Plastic sulfur is considerably more expensive than asphalt, but this will be overcome by laying the bricks closer together. If this type of road proves satisfactory our brick roads will be much safer. Their added resiliency will enable them to remain intact regardless of occasional soil shifts.

Electrical Engineering

Professor Harold W. Bibber of the Department of Electrical Engineering has been appointed chief consulting engineer for Columbus in connection with the design and construction of the $1,000,000 extension to the Columbus municipal power plant. Professor F. W. Marquis of the Department of Mechanical Engineering and Professor Clyde Morris of the Department of Civil Engineering have been appointed associate consultants.

The rookie was on sentry duty for the first time. A dark form approached.

"Halt" cried the recruit, "who goes there?"

"The orderly officer."

"Advance."

The orderly officer advanced, only to be stopped after a few steps by another "Halt!"

"This is the second time you have halted me," observed the officer bittingly, "What are you going to do next?"

"My orders," was the reply, "are to call 'Halt!' three times and then shoot."

Bits of News

The members of the faculty of the College of Engineering will present 20 technical discussions as a radio program this year. This series, entitled "The Home" will be part of the offering of the Ohio Emergency Junior College. The discussions, as dialogues and round table talks, are planned to cover architectural features of our homes including heating, refrigeration, electrical fixtures, and other modern devices. The broadcasts were inaugurated at 9:00 Wednesday evening, January 2, 1935, and will be presented every Wednesday thereafter at the same time up to and including May 15.

Professor John Byrne of the Electrical Engineering department was a visitor on the campus during the holidays. Mr. Byrne is the exchange professor from Ohio State at the Massachusetts Institute of Technology.

The inspection trip of the Industrial Engineering Dept. will take the boys to Detroit this year.

Professor Sherman, chairman of the Department of Civil Engineering, is on a leave of absence this quarter. He is devoting his time to a study of the Scioto Valley Conservancy District. In his absence, Prof. C. T. Morris is acting chairman of the department.

Col. Townsend is taking work in the pattern shop. He still manages to look like an officer—even in a shop apron.

The annual Engineering Faculty Social Evening will be held April 12. Plans are being made for a banquet, entertainment, and a general get-together. The purpose of the events is to provide a means for the faculty members to become better acquainted with their students.

Professor James Boyd's new textbook in "Strength of Materials" is to be published sometime in February.

The Engineer's Council this quarter is sponsoring an Intramural Basketball league and an Intramural Debate league. Teams represent the various societies in the college and offer enjoyable recreation to many engineers. Competition was keen last year and the interest is expected to be even higher during the present season.

The school inspector prepared to give the children an intelligence test.

"Now close your eyes, children." The inspector made a noise like birds twittering.

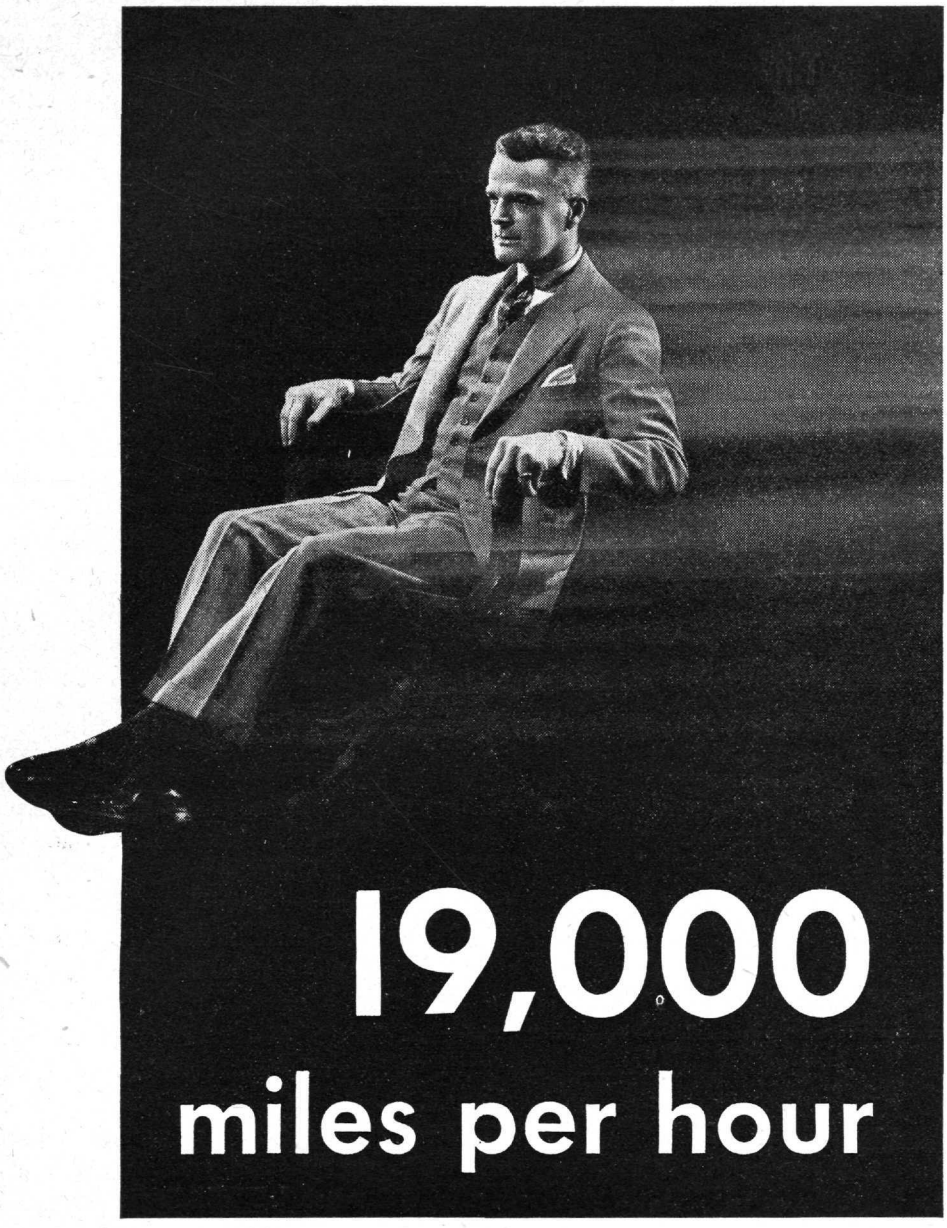
"Now open your eyes and tell me what I was doing."

"Kissing teacher," came the reply in a chorus.

"I told Tom the average woman's clothing weighs only eight ounces."

"And what did he say?"

"He thought it a shame they had to wear such heavy shoes."



By Long Distance telephone, a sales executive recently "covered" more than 153,000 miles in three business days. He spent a total of eight hours in talking with his agents in 194 cities — using Sequence Calling Service.

This service enables subscribers to place with the Long Distance operator any number of calls on which they wish to talk consecutively. Connections are completed rapidly with a minimum wait between calls.

Sequence Calling is just one of the many services developed to gear the telephone more and more closely to business needs.

Why not visit your folks tonight . . . by telephone? For a lot of pleasure at bargain rates, use station-to-station service after 8:30 P. M.

BELL TELEPHONE SYSTEM